

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8390

晚五十月廿二號

SATURDAY, NOVEMBER 26, 1910.

六月廿二號

英一月廿六號

\$36 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000  
RESERVE FUNDS Sterling \$15,000,000  
Silver \$10,000,000  
INTEREST on deposits allowed at 1% PER ANNUM per annum.

RECEIVED LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:  
G. Halloch, Esq.—Chairman,  
Robert Shawan, Esq.—Deputy Chairman,  
F. H. Armstrong, Esq.  
Andrew Forbes, Esq.  
G. Friesland, Esq.  
Hon. Mr. Henry Kewick,  
G. H. Medhurst, Esq.  
G. R. Lennox, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. Smith  
MANAGER:  
Shanghai—H. E. R. Hunter

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1% per cent.,  
per annum on the daily balances.

ON FIXED DEPOSITS:  
For 3 months, 1% per cent. per annum.  
For 6 months, 1% per cent. per annum.  
For 12 months, 1% per cent. per annum.

N. J. STABB,  
Acting Chief Manager,  
Hongkong, 28th September, 1910.

HONGKONG CHARTERED BANK OF INDIA AUSTRALIA AND CHINA,

INCORPORATED BY ROYAL CHARTER, 1855  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000  
RESERVE FUND \$1,000,000  
RECEIVED LIABILITIES OF PROPRIETORS \$1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 1% per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 1% per cent.

WM. DICKSON,  
Manager.

Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000  
RESERVE FUNDS 10,600,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO. HANKOW.  
KOBÉ. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWchwang.  
LONDON. DALY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1% per cent. per annum on the Daily Balance.

On Fixed deposit—

For 12 months 1% per cent.  
" 6 " 1% per cent.  
" 3 " 1% per cent.

TAKEO TAKAMIGI,  
Manager.

Hongkong, 17th September, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Thomas  
Tientsin Tsin-tau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Sachsenbank (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichröder

Faßlner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warshauer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Sons

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koeln

Bayern Hypotheken und Wechselbank

München.

LONDON BANKERS:

Mastri, N. M. REWHIELD & SONS.

THE UNION OF LONDON AND SMITH'S BANK.

L. L. GUY.

DEUTSCHE BANK (JELLINE), LONDON AGENCY.

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

settled on application. Every description of

Banking and Exchange business transacted.

J. KULLMANN,

Acting Manager.

Hongkong, 1st March, 1910.

## Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 1% PER

ANNUUM per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES

named—

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES

named—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI ASSAY About Freight and Passage.

N. J. STABB Capt. Owen Jones, R.N.R. 25th Nov.

LONDON, &c., via usual Ports DELTA Noon, Sea Special.

Capt. B. W. H. Snow 26th Nov. Advertisements.

SHANGHAI, MOJI, KOBE CEYLON 4 P.M., Freight only.

Capt. A. H. A. Bacon 29th Nov.

LONDON AND ANTWERP via SINGAPORE, PENANG, NAMUR Daylight, Freight and Passage.

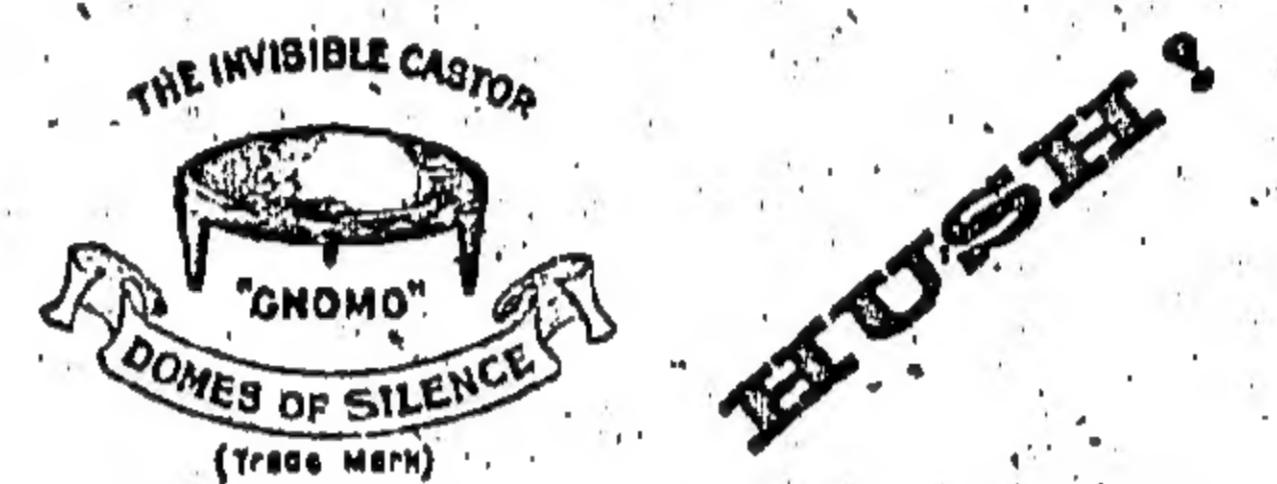
COLOMBO, PORT SAID Capt. H. W. Kendrick, R.N.R. 1st Dec.

and MARSEILLES.

For Further Particulars, apply to E. A. HEWETT,

Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 25th November, 1910.

## Intimations.



## THE DOMES OF SILENCE

MAKE YOUR FURNITURE GLIDE DOUBLE THE LIFE OF YOUR CARPETS

35 cents FOR FOUR.

## LANE, CRAWFORD & CO.

**KUPPER PILSENER BEER.**  
THE LONG BOTTLE WITH THE LONGEST REPUTATION.

SOLE AGENTS—  
**CALDBECK, MACGREGOR & CO.**  
Established 1864.

Hongkong, 24th October, 1910.

## Hotels.

**WEISSMANN'S FRESH GRAPES.**

Hongkong, 25th October, 1910.

## HOTEL CRAIGIEBURN

PLUNKETT'S GATE, THE PEAK, near the TEA TERMINUS Tel. 58.

For Terms, &c., apply to the MANAGER

Hongkong, 2nd Nov. 1910.

## Shipping Steamers

### HONGKONG, CANTON, MACAO

### AND WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON: CANTON TO HONGKONG:

MONDAY, 21st November. THURSDAY, 24th November.

8.00 A.M. HONAM 8.00 A.M. KINGSHAN

10.00 P.M. KINGSHAN 5.15 P.M. FAIFSHAN

TUESDAY, 22nd November. FRIDAY, 25th November.

8.00 A.M. FAIFSHAN 8.00 A.M. HONAM

10.00 P.M. HONAM 5.15 P.M. KINGSHAN

WEDNESDAY, 23rd November. SATURDAY, 26th November.

8.00 A.M. KINGSHAN 8.00 A.M. FAIFSHAN

10.00 P.M. FAIFSHAN 5.15 P.M. HONAM

THURSDAY, 24th November. SUNDAY, 27th November.

8.00 A.M. FAIFSHAN 8.00 A.M. KINGSHAN

10.00 P.M. HONAM 5.15 P.M. FAIFSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

HONGKONG TO MACAO.

Weekdays at 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Weekdays at 7.30 a.m. Sundays at 7.30 a.m.

EXCURSION TO MACAO.

There will be no excursion to Macao on Sunday, the 27th inst. The "SUI AN" will leave for Macao at 1 p.m., and return on Monday at 7.30 A.M. On and after Tuesday, the 28th inst., the two Macao steamers will resume the usual run:

From Hongkong at 8 A.M. and 2 P.M.

" Macao at 7.30 A.M. and 2 P.M.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 8 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 188 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow to Canton on the same days at 8.30 A.M.

NOTES.

## NORDDEUTSCHER LLOYD.

BREVIEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIERS,	"LUTZOW"	WEDNESDAY,
GIBRALTAR, SOUTHAMPTON,	Capt. B. Wilhelmi (T. 17,320)	30th Nov., at Noon.
ANTWERP and HAMBURG		
SHANGHAI, NAGASAKI, KOBE	"PRINZ LUDWIG"	About WEDNESDAY,
and YOKOHAMA	Capt. F. v. Binzer (T. 18,320)	30th November.
MANILA, YAP, ANGARU, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	SATURDAY,
	Capt. D. Loux (T. 6,000)	3rd Dec., at Daylight.
KOBE and YOKOHAMA	"GOELENZ"	About TUESDAY,
	Capt. H. Regeuer (T. 6,750)	5th December.
KUDAT and SANDAKAN	"BORNKO"	Middle of
	Capt. F. Sennell (T. 5,050)	December.

All the steamers of the European Lines are fitted with Wireless Telegraphic, New System of Telefunkon.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 2nd November, 1910.

## Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.

## VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other causes. It cures all forms of neuritis, neuralgia, rheumatism, sciatica, &c., and its effects are almost magical in the treatment of gout, rheumatism, &c. It cures all forms of skin diseases, such as eczema, acne, &c., and is especially useful in the treatment of the nervous system. All forms of brain and nerve weakness and exhaustion, &c., can be cured by the greater portion of the patients. All forms of depression caused by mental or physical exertion, &c., have not yet been successfully combated by the use of this wonderful and highly scientific preparation. It cures up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

## VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. All cases of anaemia, &c., will be relieved if permitted to act, and it cures all forms of skin diseases, such as eczema, pimpls, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, &c. It cures all forms of skin diseases, such as eczema, acne, &c., and is especially useful in the treatment of the nervous system. All forms of brain and nerve weakness and exhaustion, &c., can be cured by the greater portion of the patients. All forms of depression caused by mental or physical exertion, &c., have not yet been successfully combated by the use of this wonderful and highly scientific preparation. It cures up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/0 for trial bottle of either remedy. To the VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOT'S, OASH CHEMISTS.

GENTLEMEN,  
WE HAVE SOMETHING TO  
SUIT YOU!

OSMAN &  
CASUM,

1 &amp; 8, D'AGUILAR STREET.

## JUST UNPACKED

Ladies' Trimmed and Untrimmed  
HATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILS.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and  
HOUSEHOLD LINENS.

Samples on application,  
Coast Port Orders carefully  
executed

Hongkong, 6th September, 1910.

SAVE YOUR HEALTH  
in drinking the cheapest and most  
agreeable Table Mineral Water  
"COUZAN GATIER"  
approved by the French Faculty  
of Medicine.

Large Bottles ..... 5s. 0d.  
Dozen ..... 3s. 2d.  
Case 12 Bottles ..... 1s. 5d.  
" 6d. ..... 1s. 3d.  
SOLE AGENTS:  
" FRENCH STORE."  
Hongkong, 16th July, 1910.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and  
Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

## NO. 1 DOCK.

Docking Length ..... 515 ft.

Width of Entrance .. 80 "

Water on Blocks .... 80 "

## NO. 2 DOCK.

Docking Length..... 376 ft.

Width of Entrance... 50 "

Water on Blocks ... 80 "

## NO. 3 DOCK.

Docking Length..... 481 ft.

Width of Entrance... 63 "

Water on Blocks.... 81 "

Mooring basin 600 feet x 100 feet x 25 foot deep.

EVERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. tenders on short notice by letter or cable.

## WAREHOUSE DEPARTMENT:—

Telephones: Midichio Office 513, or 575, Customs Branch Office 1392, Takashimacho Office 304, or 2050, Iriyachio Office 2151.

106 buildings, principally of brick and steel, 358 entrances, 15 buildings are private bonded warehouses. Floor area 73,343 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

## RUBBER ESTATE RETURNS.

	Sept. Cct.	Jan.—Oct.
Alligar	3,600	8,515
Alor Pongau	2,628	12,157
Alma	1,100	4,850
Anglo Malay	59,62	46,418
Ayer Kuning	320	400
Ayer Molok	2,168	11,038
Ayer Pans	1,580	4,339
Balgowrie	7,651	8,481
Batik Rabbit	1,320	3,931
Bauteng	4,113	19,307
Batu Caves	14,728	10,070
Batu Tiga	9,602	6,870
Berom	1,100	1,103
Bertam	10,350	8,893
Bikam	3,145	6,677
Brich	1,675	5,891
Bukit Kajang	5,293	5,664
Bukit Lutong	4,700	4,752
Bukit Timah	1,422	1,157
Bukit T. B.	612	1,005
Caey United	12,250	8,650
Caledonia	5,047	31,668
Changkat Serdang	31,42	29,555
Changkat Solak	2,157	2,34
Cheng	950	950
Cilecy	15,845	15,526
Consolidated Malay	25,085	18,920
Codalia	26,000	17,927
Chumor	2,174	2,174
Chersoneze	2,185	10,630
Chota	500	500
Danauara	93,300	25,100
Demilon	410	440
Edinburgh	6,200	8,000
Federated (Selangor)	17,038	9,138
F.M.S. Rubber	14,145	42,862
Gedong	22,000	21,700
Gloccaly	2,122	2,024
Glosshol	4,784	39,493
Golden Hope	9,180	5,283
Golconda	18,073	10,416
Gula Kalumpang	10,800	12,000
Hai Kee	720	2,103
Harden	22,000	57,390
Haytor	599	603
Heawood	1,658	1,384
High & Lowlands	43,173	37,843
Inch Kenneth	12,895	112,486
Iodingir	705	4,401
Jimb	100	100
Jogra	9,51	60,583
Jebong	21,880	23,350
Kapar Para	17,108	92,816
Kanunlong	8,940	9,303
Kempsey	4,059	37,134
Kepong	4,720	5,752
Klebang	235	713
Kota Tippgi	670	50
Kuala Klang	3,181	16,591
Korau	3,141	3,07
Krian Rub. Est.	3,870	41,02
Kuala Lumpur	49,216	40,126
Kuala Selangor	7,00	7,00
Labi	20,648	20,102
Laudron	31,097	28,837
Ledbury	10,633	82,522
Liegl	78,000	82,000
London Asiatic	18,678	11,278
Malaka Plada	451	782
Malacca Plant	35,000	210,000
Mandal Tekong	470	720
Marton	2,178	11,972
New Serendah	732	732
New Singapore	60	220
North Hummock	7,103	41,018
Nova Scotia	17,500	83,405
Padang Jawa	970	910
Pajam	3,500	3,000
Pattaling	27,050	33,021
Pegoh	5,264	35,591
Pengkalan Durian	1,156	7,959
Parak Plant	13,242	98,683
Port Dickson	1,083	1,150
Radella	1,134	8,169
Rambia	1,488	6,888
Riba Rubber	6,679	47,846
Robata	20,000	110,719
Ratnoul	3,050	2,500
Riber Growers Assn.	4,099	3,927
St. Helena	105	735
Sengat	6,415	63,371
Selaba	8,073	49,018
Sungei Chob	5,353	36,413
Sungei Kapar	4,656	120,256
Sandycroft	8,717	67,103
Seafeld	21,095	135,504
Selangor	26,258	237,799
Sembabu	35,223	262,074
Senawang	663	8,18
Shelford	11,700	69,301
Spor & Johore	12,664	85,945
Singapore Para	5,275	5,250
Straits Rubber	39,509	195,880
Sungei Salak	4,656	12,545
Sungei Way	1,639	37,851
Sungkal Chumar	1,639	1,639
Seaport	879	879
Tambakal	1,127	3,845
Tanjong Mallim	900	3,430
Telok Anson	883	10,350
Tall Ayer	12,546	

**Entimation.****JOHN.****Powell,****LLD****Alexandra****Buildings.****NOW SHOWING****NEW AUTUMN GOODS . . . LADIES' . . . COSTUMES****COATS . . .****EVENING . . .****CLOAKS -****A****LARGE VARIETY OF CHILDREN'S****HATS, COATS,****SHOES,****ETC., ETC., ETC.****WM. POWELL,****LTD.****Alexandra Buildings.****WALKING SKELTONS.****HOW SUFFERERS FROM WASTING DISEASES MAY REGAIN THEIR HEALTH.**

There is no condition more dispiriting or disquieting to the family circle than that when, for no apparent reason, his food ceases to nourish one of its members, who begins to lose weight with more or less rapidity.

This wasting is particularly prone to cause alarm when it attacks children, as it is often accompanied with diarrhoea. Whether the sufferer be boy or of adult age, however, not only can this pernicious wasting be stopped, but the weight may also be restored by the world's greatest revivifying and reconstructive preparation—Sanatogen.

What it is capable of doing in these cases is vividly shown by a case quoted in *Public Health*, September, 1910. A girl, aged 10, after Typhoid Fever, remained, to quote the writer, "in a state of really pitiable debility." (Laughs.) It costed her a debt of £35 11s. Of this, £10 was paid, and after Mr. Mortimer had called at the defendant's place of business, he threatened to report Straker to the Beaumont Club Committee, and also get him "Posted at Tattersall's" if the balance were not paid.

Mr. Colles stated that the defendant, for whom he appeared, had nothing at all to do with Straker's (Limited) now. He thought it only fair to state this, in view of what Mr. Lewis Thomas had said.

The plaintiff gave evidence, and was asked by Mr. Justice Darling what would have happened if the defendant had been reported to his club.

**THE PLAINTIFF:** He would have been expelled. He told me it would have meant social ruin.

**MR. WELLMAN'S CHIEF COMPLAINT:** His Lordship: But don't you think that what would have elected him to the Reform Club for instance? (Laughs.) I don't know.

**CLUES AND CLUES.**

What about Tattersall's? It is a place where they sell horses, isn't it? (Laughs.) There is a Tattersall's Committee who might have warned him off the Tuft.

I suppose being warned off would mean that he could not enter Tattersall's ring. Lots of respectable people would go there, do they? Ah, but there is a social stigma attaching to being warned off the Tuft.

Doesn't it all depend upon what social circle you wish to move in? It would not hurt you at Exeter Hall, would it? (Laughs.) I'm afraid not. (Renewed laughter.)

Mr. Cairns interposed to suggest that it might have been a good thing for the defendant to be expelled from the club.

Mr. Justice Darling: But he would have been elected to some other club—the Athenaeum, for instance. (Laughs.)

Mr. Cairns: I don't know about the Athenaeum, my lord; but I should think there are wiser men than young betting men. (Laughs.)

The defendant did not appear, and his lordship entered judgment for the plaintiff for the amount claimed—£161 10s.

It was discreditable, remarked the judge, to make bets and not to pay. The law disdained betting, which was at the bottom of untold misery and a great deal of crime, but if there was a promise to pay what was originally a gaming debt and there was due consideration for the promise, the creditor could recover at law.

**THE LAW ON BETTING.****A COMMISSION AGENT'S CLAIM.**

In the King's Bench Division on the 15th October, Mr. Justice Darling heard details of a claim by William George Mortimer, commission agent of Soho-square, against William Straker, jun.

Mr. Löwin Thomas, K.C. (for the plaintiff) said Mr. Straker was formerly connected with the Ed. ware-lead branch of Straker's (Limited). He and Mr. Mortimer were members of the Beaumont Club, and certain betting transactions took place between them last year. The first horse backed by the defendant, said counsel, bore an unfortunate name "Ducks and Drakes," and lost.

Subsequently he put money on "Orphan Girl" and "Gannymede," and was more fortunate—(laughs)—but when he chose "Mother-in-law," naturally he lost again. (Laughs.) It costed him a debt of £35 11s. Of this, £10 was paid, and after Mr. Mortimer had called at the defendant's place of business, he threatened to report Straker to the Beaumont Club Committee, and also get him "Posted at Tattersall's" if the balance were not paid.

Mr. Colles stated that the defendant, for whom he appeared, had nothing at all to do with Straker's (Limited) now. He thought it only fair to state this, in view of what Mr. Lewis Thomas had said.

The plaintiff gave evidence, and was asked by Mr. Justice Darling what would have happened if the defendant had been reported to his club.

**THE PLAINTIFF:** He would have been expelled. He told me it would have meant social ruin.

**MR. WELLMAN'S CHIEF COMPLAINT:** His Lordship: But don't you think that what would have elected him to the Reform Club for instance? (Laughs.) I don't know.

**CLUES AND CLUES.**

What about Tattersall's? It is a place where they sell horses, isn't it? (Laughs.) There is a Tattersall's Committee who might have warned him off the Tuft.

I suppose being warned off would mean that he could not enter Tattersall's ring. Lots of respectable people would go there, do they? Ah, but there is a social stigma attaching to being warned off the Tuft.

Doesn't it all depend upon what social circle you wish to move in? It would not hurt you at Exeter Hall, would it? (Laughs.) I'm afraid not. (Renewed laughter.)

Mr. Cairns interposed to suggest that it might have been a good thing for the defendant to be expelled from the club.

Mr. Justice Darling: But he would have been elected to some other club—the Athenaeum, for instance. (Laughs.)

Mr. Cairns: I don't know about the Athenaeum, my lord; but I should think there are wiser men than young betting men. (Laughs.)

The defendant did not appear, and his lordship entered judgment for the plaintiff for the amount claimed—£161 10s.

It was discreditable, remarked the judge, to make bets and not to pay. The law disdained betting, which was at the bottom of untold misery and a great deal of crime, but if there was a promise to pay what was originally a gaming debt and there was due consideration for the promise, the creditor could recover at law.

**TRANSAUTLANTIC LINERS RACE.**

A trans-Atlantic race in which three liners took part terminated at Plymouth recently. The *George Washington*, of the North-German Lloyd Line, the steamer *St. Paul*, of the American Line, and the *Amerika*, of the Hamburg-American Line, left New York the previous Saturday at the same hour. The *George Washington* gradually steamed ahead of the others and arrived at Plymouth on Saturday at 7.30 a.m.; the *St. Paul* came in just over five hours later; while the *Amerika* arrived at 9.30 in the evening. Captain P. Wattin, the commander of the *George Washington*, which is the largest addition to the North-German Lloyd fleet, states that no attempt was made to force the vessel unduly, although the coal had been freely consumed. The *St. Paul* was considered to be able to complete the journey first, and was entrusted with the mails.

**THE HARROW SALUTE.****HATS TO BE RAISED TO THE HEADMASTER.**

The Rev. Lionel Ford, the new headmaster of Harrow, says the *Daily Mail* of October 29, is a man of courage. Within the last week he has attempted one of the most difficult tasks a man may undertake—the abolition of a time-honoured custom at an English public school—and his success is a testimony to the force and attraction of his personality.

For years the customary form of recognition given by Harrow boys to their masters, and even to the headmaster himself, has been an unceremonious upward jerk of the right forefinger which may best be described as a half-salute since the hand was rarely raised higher than the waist-level.

A week ago Mr. Ford invited the boys to accord the full semi-military salute to their masters and to extend it himself, as their chief, the recognition formerly only given to ladies of Harrow, since the familiar platter-shaped straw hats are held on by an elastic band, the back of the head, and are therefore raised with a caron's backward motion, the object being not to displace the elastic.

Despite the traditional conservatism of their kind the boys have unanimously fallen in with the headmaster's suggestion.

**"JOHN BULL" CASE.****ONE FAIRTHING DAMAGES AWARDED FOR COMMENTS.**

A verdict for the plaintiffs, with one farthing damages, was awarded by a special jury in Mr. Justice Ridley's court to Messrs. Carter and Skinner, house agents, Walter House, in their action for libel against "John Bull," Limited, and the publishers of "John Bull."

The action was based on comments made by "John Bull" in the following circumstances: Last year the plaintiffs received from a gentleman at Budapest a request for accommodation for his two daughters, who intended to visit London. "John Bull" commented on Messrs. Carter and Skinner receiving fees from a pimlico for these girls.

The defence was that the statements were true, so far as they were statements of fact, and so far as they were comment.

The verdict was awarded after 20 minutes' deliberation. His Lordship entered judgment for the plaintiffs for the sum awarded, without costs. *Morning Leader.*

**THE TRUTH ALWAYS.**

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the worldwide popularity of

**WAMPOL'S PREPARATION**

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod-livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood.

Mr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. Watch carefully against imitations." Sold by chemists throughout the world.

10

**Intimation.****Intimations.****THE HONGKONG TELEGRAPH****SATURDAY NOVEMBER 26 1910****1910**



## NOTES BY THE WAY.

## REPUBLICAN GENEROSITY.

It has been said that a prophet is never honored in his own country but in Portugal, it would seem that the good work of disinterested educationists is held at a discount. By the expulsion of the harmless but immensely useful Jesuit Fathers from Macao, the self-appointed Government of the world's youngest Republic have incurred such odium as is not likely to be easily effaced from the memory of present and future generations. Such high-sounding and empty phrases as a new era of "antern morality" and "immaculate justice" being ushered in may be very well in their way but men are apt to be judged by their deeds and not mere words. The merciless conduct of these political bandits will remain indelible on the minds of refined and cultured people and will mark another besmirched page of the pages of the world's history.

## BRITISH POLITICS.

The political horizon in England is clouded by gloomy spectres. The Veto Conference, from which great things were expected, has, as we know, turned out to be a signal failure and very shortly we may expect to hear of a dreadful political cataclysm at Westminster. We who are far removed from the scenes of party strife may not be inclined to give the matter the measure of attention which it fully deserves but this unique political quirk is fraught with the greatest of issues, involved as it is in matters of the greatest moment to the Constitution. Had the late King Edward lived, an amicable settlement might have been arrived at but as it is, the country is on the eve of another General Election. We all know what that means. As usual, the principal question will most probably be lost sight of in insignificant side-issues, for there are wheels within wheels as far as an English General Election is concerned. Indeed, the occasion would be shorn of its significance were it to be separated from its mad-dog influences, which seem to be leavened with a peculiar glory. So on with the battle, ye frenzied partisans, and let me add, be unconcerned!

## THE ETIQUETTE OF CALLING.

I have been reading in a Colonial paper of a curious habit which prevails in M.—in that city, married people seem to consider that the bachelor newcomer should call upon them if he wishes to have the pleasure of knowing them, while the bachelor, who has been to the place some time, is common with the freshy imported, is equally expected to call upon married people who have returned from leave or from prolonged absence in another part of the country. This, we are told, is a form of ceremony which resolves itself, in the majority of cases, into the perfunctory leaving of cards, for the very goodness that at the time when calls are made, houses are usually empty. In a few instances, a card box enables the would-be caller to locate his objective, and further makes it fairly certain that his card's he leaves will actually be found by those for whom they are intended, not by any means a certainty when they have to be deposited in the verandah owing to the not infrequent total absence of domestics. I wonder how many people in Hongkong about the above facts will interject? Not very many, I fancy. I know never a good fellow who never makes any calls at all; he only calls they ever trouble about are at their favourite bar and others the simplest of conventions suffice.

## PAVING EXTRAORDINARY.

I have heard a lot of stories about wonderful missionaries and their no less wonderful doings but sheer ingenuity of mind the following easily takes the palm—The president of the Baptist Union of Victoria last month told a Sydney audience how, whilst acting as secretary or something of a religious society, he once prayed to the Lord for £100 to pay off an over rate of £24, which threatened to double itself if by the time the next meeting came round. "The £100 didn't arrive promptly, and the good man's faith began to wane; in fact, he reduced his demand to the £24 that was actually required." When he seemed about to curl up altogether a letter from a devout friend was handed him, enclosing a cheque for the full amount. (Loud applause) The pious narrator adds his story neatly in this wise: "That was lovely, wasn't it? I do pray to the Lord I came just in the nick of time, as if the Lord had said, 'You asked for that sum and you could not have dropped to twenty-four.' The ordinary sinner, in the same circumstances, would have interposed the message that, 'You asked for a lot more than you actually needed; it would have been more graceful to have asked for £50, which sum would have covered the debt.' You might remember that you are not saying all the sinners for me; and that I have used up my money. However, here is the £100. I have purposely kept you waiting in order that you might think hard before you again ask me for an excessive amount!" The real merit of the story seems to be that, when asking the Lord for money, one should pray in a loud voice whilst a rich and generous parishioner is in the vicinity. One can even imagine the prudent pensioner standing round one of the faithful to perch the rich parishioner hard if he seemed to be doing.

## A ROYAL ANECDOTE.

An interesting incident in connection with one of the Queen's motorcycling excursions in Scotland, has just transpired. Queen Mary, accompanied by Lady Troubridge, Lord Rosebery, the Marquis de Soveral, and Sir Henry Legge, set out the other afternoon to Dunrobin Castle, the famous ruin in the vicinity of Stonetown. The arrival at Dunrobin Castle was quite unexpected, and when the aged custodian heard the bell ring he peeped over the battlements and saw below a small company of ladies and gentlemen. "Has ye any tickets?" he asked. "No" came the reply. "Then ye'll ha to pay sixpence, the piece," declared the worthy custodian, much to the amusement of the distinguished visitors. Fortunately, they were able to raise the necessary sum, although Lord Rosebery may have recollecting the occasion when he left his purse at a hotel, and was refused credit for 4d by an Aberdeen book-seller. "If ye cannae pay the fowrance ye caun get the boodie," said the canny Aberdonian.

## DRIDGE.

Bridge, says an enslaved enthusiast, saves Society from much cruel gossip. Yet but it doesn't save that chump, a partner from your few well-chosen words at the end of the rubber.

## CANTAB CRITIC.

## THE QUADRUPLE AGREEMENT.

No more satisfactory piece of news has come to hand in recent months than the announcement that Great Britain, the United States, Germany and France have practically decided to pool their interests in any forthcoming Chinese loans and drop the absurd and undignified tactics that have more than once been adopted in order to obtain exclusive loan agreements. The decision is not only a wise one so far as the four syndicates themselves are concerned but it promises much for China. As we have shown more than once there is no doctrine and no principle so easily liable to abuse as the doctrine of

## SPHERES OF INFLUENCE.

That doctrine is incompatible with the genuine adoption of the policy of the open door, as the present bitter experience of Manchuria is standing evidence. Wherever a country claims a sphere of influence it has a tendency to close the door to the enterprise of other nations, and as the sphere of influence becomes more clearly defined the Power claiming it becomes more and more fully regarded as the actual owner of the country, as has been the case with portions of Siam; and eventually the sphere of influence is converted into a territorial possession, as again we have seen in Siam, and as Japan and Russia would like to demonstrate in Manchuria. Hence the immediate effect of the decision reached by the financial groups that form the Quadruple Loan Syndicate is to lend powerful support to the assurances of

## CHINA'S INTEGRITY.

which the Chinese Government has from time to time received from the Powers. Whilst the pre-eminence which certain Powers now enjoy in various parts of China will doubtless continue for some time to come, the agreement which has been reached should do much to break down the exclusiveness that has hitherto been attempted in these clearly defined areas. Thus Germany will doubtless lead the way in Shantung, Great Britain in the Yangtze Valley, France in Kwangsi and Yunnan, but whatever fruits are reaped and a loan negotiated all four Powers are to

## SHARE IN THE BENEFITS.

It would be difficult to over-rate the significance of this in some parts of China. To begin with the most serious problem we have is that of Manchuria. Japan and Russia have hitherto succeeded in keeping out United States capital and British engineering, but it will be a much more serious matter to oppose the Quadruple Syndicate, supported by the four Governments concerned. The friendship between Germany and Russia is perhaps not so strong as it was, but should Russia oppose the introduction of Quadruple capital in Manchuria that friendship will be considerably weakened, and at the same time the much more sincere friendship with France would be imperilled, and all for the sake of friendship with Japan. The agreement, now concluded brings within a much closer range of practical politics the carrying out of extensive railway and development works in the Three Eastern Provinces.

Not alone in Manchuria will the agreement prove of advantage to China. As is well known, the French Government has sought to

## CLAIM A PREFERENCE.

in the supply of loans and skill for the development of Kwangsi and southern Yunnan, and we have repeatedly pointed out the danger of acceding to French demands. The same applies though to a lesser extent, for natural boundaries assist China very considerably, to the British offer of capital for the development of western Yunnan, southern Szechwan and Tibet. The objection in both these cases is that France and Britain have their own possessions marching with those of China, and however good the fate of these two nations may be there is always a tendency to convert commercial interests into political, a tendency which the agreement will very considerably reduce even if it does not remove it altogether.

Now that the four syndicates have reached so sensible a position with regard to each other we may, hope that something will be settled with regard to

CHINA'S BORROWING OF FOREIGN FUNDS for railway purposes. The loan already provided for, primarily through the United States, is required for the purpose of putting China's finances, beginning with the currency, on a sound foundation for the development and strengthening of China's position in Manchuria. The Central Railways are not yet privy'd for, as it would appear that the local merchants and gentry are not able to live up to their expectations in the matter of raising their own funds for the financing of this undertaking. Unless the country is to suffer quite unnecessary retardation in its commercial, political and strategic development a very early decision must be made in regard to these railways, and we can see no really satisfactory way in which the situation can be met except by bold acceptance on the part of Peking of foreign funds. Whatever the decision, it cannot now be longer delayed—*National Review*.

## FOOTBALL.

## B.O.C. vs. R.A.M.C.

An interesting scratch game was played between representatives of the above teams. In the opening stage of the game the Boys scored one point and later on increased their score by another. The Military men tried several times to equalize but nothing resulted. The game thus ended in a win for the B.O.C. by two goals to nil.

## LEAGUE MATCH.

The Police team and the 83rd Co., R.G.A. played their League Match yesterday afternoon on the Military ground. The game was a one-sided affair and resulted in a win for the Royal Garrison Artillery by the formidable margin of six goals to nil.

The Police team had improved considerably and should make a good team with more practice.

## COMMERCIAL.

24th November, 1 p.m.  
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagats .....	5/-
Anglo-Javas .....	Tls. 7/-
Anglo-Malays .....	24/-
Balgowans .....	\$10.75
Bertams .....	7/-
Carey Uniteds .....	17/6 prem.
Castlefields .....	120/-
Changkat Sardangs .....	\$8/-
Cheras (part paid) .....	\$5 prem.
Do. (fully paid) .....	\$7.8/-
Damascas .....	15/-
Eastern Internationals .....	13/9 prem.
Glenalys .....	\$2.00
Highlands and Lowlands .....	107/6
Indraghils .....	51/-
Kamondungs .....	6/- prem.
Kuala Lumports .....	165/-
Ledbury .....	74/-
Lilugals .....	46/9
London Asiatics .....	13/6
London Ventures .....	5/3.
Moilmans .....	6/-
Pajams .....	\$4.1
Pegohs .....	\$3.2
Rubber Tufts .....	17/- prem.
Sandycross .....	\$6
Sapongs .....	27/-
Seafolds .....	14/-
Shelfords .....	72/6
Singapore & Johors .....	\$1.3
Sungei Chobs .....	95/-
Sungei Kapars .....	13/9
Tangkahs .....	33/-
Tourangle .....	par
United Sardangs .....	17.6
United Singapores .....	5.4
United Sumatras .....	8/9
United Langkats .....	80/-
Duffs .....	12/6
Tronoh .....	32/6
Para Rubber .....	6/3 per lb.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write:—Business remains very dull and there are no changes of any importance to record.

Rubber.—Sole stock remains very steady with little business passing—Singapore stocks remain inanimate. Para Rubber is quoted 6/4 from London by cable.

Banks.—Hongkong and Shanghai Banks have been in good demand but very little business has been transacted owing to the difficulty in finding sellers. They are now asked for at \$80/- Nationals are the same, while buyers at \$80.

Marine Insurances.—Cantons have been dealt in to some extent at \$18. There are buyers of Unions at \$8.5 and possibly a higher rate could be obtained. North China can be placed at Tls. 10. Yangtze are unchanged at 150.

Fire Insurances.—China Fires have been sold at \$1.16 and Hongkong Fires at \$3.50.

Shipping.—Hongkong, Canton and Macao Steamboats have changed hands at \$3.4/- but holders now ask for \$3.5. China Mailships at \$2.12ds are quoted at \$3.6 nominal but shares could be placed a little below this rate.

The General Managers have announced an interim dividend of 3 per cent. on the Preference shares, payable in London on 30th inst. The price at home comes slightly lower, viz., £3 15/- for the Preference shares and £1 12s. 6d. for the Ordinary. Star Ferries have found buyers at \$3 and the partly paid at \$1.2. Shells, according to latest telegraphic advice from London, are quoted at 8/2.

Refineries.—China Sugars remain steady at \$1.25 with some inquiry for shares at slightly under this figure and Loongs at \$2.

Shipping.—Raubs appear to be out of favour and are obtainable at \$6. Chinese Engineering and Mining Company shares are in demand and at Tls. 16.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks are in some request and business has taken place at \$5. Shanghai Docks are off ring at Tls. 70. Kowloon Wharves are again lower with shares off ring at \$5. Hongkong Wharves have advanced to Tls. 90.

Lands, Hotels and Buildings.—Hongkong Lands are obtainable at \$100. Humphreys have weakened to \$62. Kowloon Lands have been booked at \$34. Shanghai Lands come lower and have been sold at Tls. 105 and Tls. 108. Hongkong Hotels are asked for at \$9/- while the new ones can be got at \$6. West Points remain steady at \$8.9.

Cotton Mills.—Hongkong Cottons are required for at \$4/- but there are no sellers at present. All Northern Mills shares are lower. Ewos are quoted at \$87.5, Lao Lung Mows at Tls. 48/- and Big Chees at Tls. 250.

Miscellaneous.—China Boreens are firm at \$10. Daily Farms at \$1.4/- and Hongkong Electric at \$1.5. China Profidens are off ring at \$7.2. Cements at \$2.12ds. Ric's at \$5.8 and Watsons at \$6. Chiba Lightships have been sold at 90 cents.

Exchange.—The Bank's drawing rate on London is 1/10 5/16 on demand and the T/T rate on Shanghai is Tls. 73.

## FREIGHT MARKET.

Messrs. Lamke and Rogge state in their monthly freight circular:

"During the period elapsed since writing our last Circular shipping business generally has exhibited very little life indeed. At the close operations in most directions are at a deadlock as far as the South is concerned, whilst the North's exports that freight have continued to improve, there being a good inquiry for tonnage in various directions and for the time being the demand considerably exceeding the supply."

"As to the outlook for the near future, all will depend upon the development of the Yangtze business. If this source should give away we are afraid that owners will have to contend—as is usual at this time of the year—with at least a couple of dull months to come."

Salgon/Hongkong:—The rate stands unchanged at 9 cents, and chartering is confined to a solitary settlement, the boat in question belonging to the New Company, cargo consisting of Fatty and Rice flour only.

Salgon/Philippines:—Rate has receded and a single fixture only has transpired on basis of 35,000 piculs at 23 cents to Manila.

Salgon/Java.—Inquiry for prompt tonnage has resulted in a charter at 24 cents to one port N. C. Java.

Java/Hongkong:—Local sugar market is still very depressed. Stocks held here are plentiful and no new business is expected for some time.

Saigon/Japan:—As for next season, reports have it that Japan has contracted for some 60,000 tons for Spring shipment, the bulk of which most likely will be carried by Japanese tonnage. Prices for cow grain have risen considerably and rice dealers are reluctant to contract for further forward deliveries, except at enhanced prices.

From Bangkok to this, chartering of outsiders remains quite impracticable.

Haiphong to Shanghai:—The Nor. s.s. *Proteus* has been fixed in Shanghai for a cargo of cement on lump sum basis of \$450 per ton, working out at about 60 cents per cask. Locally, a part-cargo of 1.7 tons cement in bags has been booked by a liner Hongkong to Hankow at \$3 per ton.

Haiphong to Hongkong:—One of the regular Steamship Lines had induced to take up outside tonnage, the Germ. s.s. *Svea* for 2 trips, terms are withheld.

Newchwang Canton:—One fixture was done up North at the reduced rate of 29 cents. The local sugar market has somewhat improved lately allowing charterers to offer as high as 32 cents; however, tonnage for loading prior to the closing of the port of Newchwang being unprocured business did not come off. The port must have been closed by now.

Talleuan has already had one charter to Canton part-cargo of 22,000 piculs at 29 cents. Coal Freight:—Fixtures have been effected as follows:—Wakama zu \$1.25, Moji/Hongkong \$1.60, Wakamatsu/Canton \$1.25, for prompt loading, Ful Liut to Singapore \$2.25, and Julio Liut to Canton 2.50 per ton.

Timecharters:—Nor. s.s. *Solvay*'s charter has extended for 6 months at \$3.25.—Sir. Cut. Cables remain inanimate. Para Rubber is quoted 6/4 from London by cable.

Banks.—Hongkong and Shanghai Banks have been in good demand but very little business has been transacted owing to the difficulty in finding sellers. They are now asked for at \$80/- Nationals are the same, while buyers at \$80.

Marine Insurances.—Cantons have been dealt in to some extent at \$18. There are buyers of Unions at \$8.5 and possibly a higher rate could be obtained. North China can be placed at Tls. 10. Yangtze are unchanged at 150.

Fire Insurances.—China Fires have been sold at \$1.16 and Hongkong Fires at \$3.50.

Shipping.—Hongkong, Canton and Macao Steamboats have changed hands at \$3.4/- but holders now ask for \$3.5. China Mailships at \$2.12ds are quoted at \$3.6 nominal but shares could be placed a little below this rate.

The General Managers have

## Shipping—Steamers.

**CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line. "EXPRESS LINE."**

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA to VANCOUVER, 11 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN"

SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA"

SATURDAY, JAN. 14TH.

"MONTREAL"

WEDNESDAY, JAN. 25TH.

"EMPEROR OF INDIA"

SATURDAY, FEB. 11TH.

"EMPEROR OF JAPAN"

SATURDAY, MAR. 11TH.

"EMPEROR OF CHINA"

SATURDAY, APRIL 8TH.

"Emperor" Steamers will depart from Hongkong at 7 a.m.

"Montreal" at noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are unqualifed vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Month and Birth in Sleeping-Cabins while crossing the American Continent, by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

**SPECIAL THROUGH RATES**—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTREAL" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

**INDO-CHINA STEAM NAVIGATION CO., LTD.**

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	CHOISANG	TUESDAY, 20th Nov., Noon.
SINGAPORE, PENANG & CALOUTTA	KUMSANG*	WEDNESDAY, 21st Nov., Noon.
MANILA	YUENSANG*	SATURDAY, 3rd Dec., Noon.
MANILA	LOONGSANG*	SATURDAY, 9th Dec., Noon.
SHANGHAI, KOBE & MOJI	KUINSANG†	WEDNESDAY, 14th Dec., Noon.

RETURN TOURS TO JAPAN (occurring 24 Days).

The steamers KUINSANG, YUENSANG and LOONGSANG leave about every 3 weeks for Shanghai and returning via Kobe (Island Pass) and Moji to Hongkong.

These vessels have all electrical improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nanchang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

General Manager.

Telephone No. 215.

Hongkong, 26th November, 1910.

[8]

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"LUXAN"	26th Nov., Midnight.
ILIGO & CEBU	"SUNGKLAND"	29th " 4 P.M.
MANILA	"TEAM"	29th " 4 P.M.
HANKOW	"HUFEH"	29th " 4 P.M.
HAIPHONG	"SINGAN"	30th " 10 A.M.
SHANGHAI	"CHINHUA"	1st Dec., 4 P.M.
SAMARANG & SURABAYA	"SHANTUNG"	1st " 4 P.M.
MANILA, ZAMBALOGA & AUSTRALIA	"CHANGSHA"	17th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anjou, Chusan, Linan, Chinhsu,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midday on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINEY, AGENTS.

Telephone No. 56.

Hongkong, 26th November, 1910.

[9]

**HONGKONG PHILIPPINES.**

**PHILIPPINES STEAMSHIP COMPANY.**

Steamship.	Tons.	Captain.	Fwd.	Sailing Dates.
RUBI	2550	S. Crosby	HANIL, ILOILO & CEBU	WEDNESDAY, 20th Nov., 4 P.M.
SAFIRO	2550	E. Rice	MANILA, CEBU & ILOILO	WEDNESDAY, 27th Dec., 4 P.M.

For Freight or Passage, apply to

**SHEWAN TOMES & CO.**

General Managers.

Hongkong, 17th November, 1910.

[10]

## Shipping—Steamers.

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE, AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TAGOMA via NAGASAKI, KOBE AND YOKOHAMA	"TACOMA MARU" .....	6,178	WED'DAY, 30th Nov., at Noon.
VICTORIA and TAGOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA	"PANAMI MARU" .....	6,059	TUESDAY, 13th Dec., at Noon.

The Go's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

Passenger accommodation, Electric light throughout. First class cabin.

Information of Freight, Passages, Sallings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 3, Queen's Building.

Hongkong, 25th November, 1910.

S. HIROI, Manager.

[11]

## NIPPON YUSEN KAISHA.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATES, 1910

MARSHILLS, LONDON and ANTWERP. Via SINGAPORE, PENANG, COLOMBO and PORT SAID.

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOREA, YOKOHAMA.

SYDNEY and MELBOURNE via MANILA, THURSDAY, 1st Dec., 1910.

COLOMBO, TOWNSVILLE and BRISBANE.

BOMBAY via SINGAPORE & COLOMBO.

NAGASAKI, KOBE and YOKOHAMA.

KOBE and YOKOHAMA.

YAWATA MARU, TUESDAY, 2nd Dec., 1910.

NIKKO MARU, FRIDAY, 20th Dec., 1910.

HIKOKO MARU, TUESDAY, 27th Dec., 1910.

YASUTA MARU, THURSDAY, 2nd Jan., 1911.

GEYLON MARU, MONDAY, 12th Jan., 1911.

AWA MARU, TUESDAY, 19th Jan., 1911.

AWA MARU, TUESDAY, 26th Jan., 1911.

AWA MARU, TUESDAY, 2nd Feb., 1911.

AWA MARU, TUESDAY, 9th Feb., 1911.

AWA MARU, TUESDAY, 16th Feb., 1911.

AWA MARU, TUESDAY, 23rd Feb., 1911.

AWA MARU, TUESDAY, 2nd Mar., 1911.

AWA MARU, TUESDAY, 9th Mar., 1911.

AWA MARU, TUESDAY, 16th Mar.,

Information.

Yao Lee,

GENERAL  
PRINTERS

COMMERCIAL

STATIONER

INDIA

RUBBER

STAMP

MAKER

AND

ACCOUNT

BOOK

MANUFAC-

TURER

47, Des Vœux  
Road.

UNDERTAKES

TO DO

ALL KINDS

OF

JOB PRINTING.

FROM A

VISITING  
CARD

TO A

POSTER.

ONLY FIRST-CLASS  
WORK DONE.

PRICES MODERATE.

Hongkong, 26 November, 1910.

## COMMERCIAL

## TO-DAY'S EXCHANGE

	Selling.	Billing.
London—Bank T.T.	10/10	10/10
Do. demand	10/10	10/10
Do. 4 months' sight	10/10	10/10
France—Bank T.T.	2/34	2/34
America—Bank T.T.	4/54	4/54
Germany—Bank T.T.	1/00	1/00
India, T.T.	1/84	1/84
Do. demand	1/84	1/84
Shanghai—Bank T.T.	7/8	7/8
Singapore—Bank T.T. per H.K. \$100	7/9	7/9
Japan—Bank T.T.	9/1	9/1
Java—Bank T.T.	11/11	11/11
Buying.		
4 months' sight L/C.	10/10	10/10
6 months' sight L/C.	10/10	10/10
10 days' sight San Fco & New York	46	46
4 months' sight do.	47	47
10 days' sight Sydney & Melbourne	11/11	11/11
4 months' sight France	3/39	3/39
1 month's sight do.	2/41	2/41
1 month's sight Germany	1/95	1/95
Bar Silver	25/5/6	25/5/6
Bank of England rate	5%	5%
Sovereign	30/75	30/75

## SHIPPING AND MAILS

## MAILS DUE

American (*Mongolia*) 20th inst.  
German (*Prinz Ludovic*) 1st prox.  
Canadian (*Empress of Japan*) 1st prox.  
American (*Korea*) 5th prox.  
American (*Nippon Maru*) 20th prox.

The Bank Line s.s. *Kumari* arrived at Victoria, B.C. on 23rd inst.

The s.s. *Glenloch* left London on 5th inst., and is due here on 20th prox.

The s.s. *Glenloch* left Singapore on 15th inst., and is due here on 20th prox.

The *Barber Line* s.s. *Stena* left Singapore yesterday, and is due here on 10th inst.

The s.s. *Korea* sail from Yokohama to-day, and may be expected at this port 10th prox.

The A. & C. Co.'s s.s. *Tudor* left New York on 20th ult., and is due here on 25th inst.

The H. A. L. s.s. *Brasilia* left Singapore on 25th inst., at noon, and may be expected here on 1st prox.

## THE WEATHER

On the 26th at 12 o'clock—the barometer has risen slightly at the stations around the N. part of the China Sea. Prob. by the depression is falling up to the neighbourhood of the Paracels.

Pressure has increased in E. Japan, and gives way over N. China and at Vladivostock. A depression is advancing Eastwards over Manchuria.

The highest pressure is shown over the Yellow Sea.

Rough wind is expected to decrease in force over the N. part of the China Sea.

Hongkong for the 24 hours ending 9 a.m. to-day, 0.0 inches.

## FORECAST

1.—Hongkong and neighbourhood, E. winds, probably moderating; equally, some rain.  
2.—Formosa Channel, N.E. and E. winds, fresh.  
3.—South coast of China between Hongkong and Lamecks, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping

Arrivals.

Cheong Shing, Br. s.s. 1,350, V. McLiddell, 25th Nov.—Tientsin and Wei-hai-wei 17th Nov., Gen.—J. & Co.

Hangchow, Br. s.s. 999, W. D. Brymer, 25th Nov.—Newchwang and Chefoo 19th Nov., Gen.—B. & S.

Quarto, Ger. s.s. 1,145, H. Madsen, 25th Nov.—Macassar and Java 16th Nov., Sugar and Gen.—J. C. J.

Buyo Maru, Jap. s.s. 1,814, Yatenggane, 15th Nov.—Port Author 18th Nov., Coal.—M. B. K.

Taiwan Maru, Br. s.s. 1,104, A. Ienpoo, 9th Nov.—from Port Louis Mauritius, Gen.—Chile.

Teucer, Br. s.s. 5,803, G. W. Parkerson, 25th Nov.—Tacoma and Nov. Flora, Salmon and Lumber.—B. & S.

Tjilbewang, Dutch s.s. 2,480, Bonman, 26th Nov.—Macau, 15th Nov., Sugar.—J. C. J.

Washington, Ger. s.s. 2,650, O. Stege, 8th Nov.—New York 3rd Sept., Petroleum in Bulk.—S. Oil Cr.

Wakamatsu Maru, Jap. s.s. 1,737, U. Aikawa, 23rd Nov.—Wakamatsu 17th Nov., Coal.—M. B. G. K.

## Passenger Arrivals

Per *Ruth*, from Iloli, &c.—Dr. A. M. Martin; Messrs. R. C. Hurley, Carl Dressler, Mr. and Mrs. Kempf, Mr. and Mrs. F. M. Tracy, and Mr. J. L. Davis.

## Passenger Departures

Per *Assaye*, for Shanghai—Messrs. E. Lindemann, S. G. Curwell, S. A. Graham, Tion, Kel Hong, H. W. Allikko, Mahe, and Mrs. G. S. Foster Kemp and 2 children.

Per *Kumano Maru* for Australia—Mrs. M. Miller, Miss Miller, Mr. and Mrs. W. Square, Mrs. Bardot, Misses Bardot, (1) Messrs. C. N. Lubbers, D. Scott, Misses Strachon, Messrs. Taynor, James, Otten, Lam, Lee, Dan, Liao, Miss, Batter, D. Bliz, A. Shaw, Mr. and Mrs. Lamprecht, Misses Lamprecht, (2), Mr. A. G. Birch, General Hogg, Misses Atman, Swedo, Messrs. Young, E. C. Wilton, Strachos, Mr. and Mrs. Kleiser and child, Cheng Shu Tsing, R. Aberromby, Mr. and Mrs. Glazebrook, Misses Glazebrook (3), Rev. G. E. Birter, Mr. A. F. Moore, Mr. and Mrs. F. H. Dickenson, Mr. and Mrs. H. B. Pond, Mr. and Mrs. Adams, Mr. Percy Smith, Mrs. Greenland, Mrs. de la Cruz, Mrs. T. Habu and children (2), Mrs. M. Hanaka, Messrs. Y. Wada, M. Maxfield, Isab, Geo. Yano, Tomos de No, A. Mercado, Francisco, Abella, H. P. Robinson, Harmaka, F. Kulka, J. B. MacKinnon, Wm. Kennedy, S. Fukuchi and M. Kubota.

## Shipping Reports

Str. *Rubi*, from Iloli, &c.—Strong N.E. monsoon across China Sea.

Str. *Pdtrelos*, from Yokohama, &c.—Strong N.N.E. monsoon and rough sea throughout. Sually to fit.

## VESSELS IN PORT

STEAMERS.

Amara Br. s.s. 1,346, Mattlock, 22nd Nov.—Hongy 18th Nov., Coal.—J. M. & Co.

Assaye, Br. s.s. 7,500, O. Jones, R. N. R., 24th Nov.—Bombay 17th Nov., and Singapore 19th Mails and Gen.—P. & O. S. N. Co.

Bourbon, Fr. s.s. 964, Le Ball, 23rd Nov.—Saigon 17th Nov., Sundries—Man Fat.

China, Aus. s.s. 7,868, P. Pawlisch, 24th Nov.—Singapore 19th Nov., Gen.—S. W. & Co.

Clare, Jebsen, Ger. s.s. 1,102, J. Bendix, 25th Nov.—Haiphong 10th Nov., and Holwoy 22nd Rice and Gen.—J. & Co.

Chowhui, Ger. s.s. 1,115, Heyenga, 21st Nov.—Bangkok 19th Nov., Rice—B. & S.

Halman, Br. s.s. 647, A. M. Stewart, 25th Nov.—Swatow 24th Nov., Gen.—D. L. & Co.

Hopsang, Br. s.s. 1,159, J. M. Hay, 21st Nov.—Java 9th Nov., Sugar—J. M. & Co.

Kumsang, Br. s.s. 2,078, W. G. Lenck, 24th Nov.—Calcutta, Penang and 1st garage 17th Nov., Gen.—J. M. & Co.

Machew, Ger. s.s. 996, C. Wolff, 19th Nov.—Bangkok 18th Nov., Rice and Meal—B. & S.

Pakden, Ger. s.s. 1,071, E. Gathemann, 5th Nov.—Bangkok and Swatow 4th Nov., Rice—B. & S.

Pitsanulok, Ger. s.s. 1,264, D. Reimers, 12th Nov.—Bangkok and Hoitow 1st Nov., Rice and Tea—B. & S.

Portuguese, Ger. s.s. 908, W. Böleßefür, 20th Oct.—Bangkok 18th Oct., via Kohschang 12th Rice and Timber.—V. & Co.

Reitveld, Ger. s.s. 1,102, H. Olmanns, 21st Nov.—Bangkok 1th Nov., Rice and Meal—B. & S.

Shantung, Br. s.s. 1,814, J. Robinson, 5th Nov.—Hongy 1st Nov., Coal.—B. & S.

Signal, Ger. s.s. 977, T. Iversen, 21st Nov.—Hoibow 16th Nov., Gen.—J. & Co.

Tacoma Maru, Jap. s.s. 3,810, Yamamoto, 21st Nov.—Manila P.I. 18th Nov., Flour, Hemp and Lambet.—O. S. K.

Taman Maru, Jap. s.s. 3,100, Yamashita, 25th Nov.—Mcji 18th Nov., Coal.—M. B. K.

Taiwan Maru, Br. s.s. 1,104, A. Ienpoo, 9th Nov.—from Port Louis Mauritius, Gen.—Chile.

Teucer, Br. s.s. 5,803, G. W. Parkerson, 25th Nov.—Tacoma and Nov. Flora, Salmon and Lumber.—B. & S.

Tjilbewang, Dutch s.s. 2,480, Bonman, 26th Nov.—Macau, 15th Nov., Sugar.—J. C. J.

Washington, Ger. s.s. 2,650, O. Stege, 8th Nov.—New York 3rd Sept., Petroleum in Bulk.—S. Oil Cr.

Wakamatsu Maru, Jap. s.s. 1,737, U. Aikawa, 23rd Nov.—Wakamatsu 17th Nov., Coal.—M. B. G. K.

## Ships Passed The Coal

25th October—Australasia, Benares, Ching Wo, Carnarvonshire, Glenesk, Kleist, Sarje, 26th October—Dorfinger, Charlton, Kume, Kitao Maru, Polynesian, Jason, 1st November—Brasilia, Ceylon, Duncan, Glenlogan, Koga Maru, Shimoda, Welsh Prince, 4th November—Hysen, Nida, Syria, Polyphemus, Yarra, 8th November—Rubona, Invincible, Myrmidon, Pembrokeshire, Berlens, 11th November—Ambla, Alitta Maru, Iyo Maru, Mackao, Prins Etzel Friedrich, Ville de la Côte, 15th November—Nora, Scandia, Wakasa Maru, Banda, Indonesia, 18th November—Achilles, Ossavent, Promethus, Silvia, Alita, 22nd November—Beverwiche, Nippon, Glenloch, Coban, Indrawadi, Sunda, 25th November—Antenor, Brisagia, Hir no Maru, Glamorganshire, Pelvis, Tawate, Yacht, Varch.

Arrivals at Home—25th October—D. mid.

21st October—Nubla, 18th October—Belirophon, Silesia, Taurane, 1st November—

Draumar, Carnarvonshire, Saridon, Sene, Spreta, 4th November—Dorfinger, Kit no Maru, Lenox, 6th November—Kanagawa Maru, Nuda, Candia, Diomica, Ching Wo, 11th November—Achilles, Yarra, 15th November—Deucalion, 18th November—Albanga, Myrmidon, Prins Etzel Friedrich, St. Patrick, 21st November—Syria, 22nd November—Ys Maru, 23rd November—Oceanian, Welsh Prince.

## Post Office

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The Parcels mails by the overland routes v.n. Marseilles and Bridgetown have missed connection with this mail owing presumably to the railway strike in France. Addressees receiving parcel receipts by the above routes will please note and present them on the arrival of the next English Mail.

A Hall will close for—

Swatow Singapore and Bangkok—Per *Chaya*, 27th Nov., 9 A.M.

Singapore 20th Nov., Gen.—A. L. Singan, Br. s.s. 1,047, F. Jamieson, 26th Nov.—Halpin 23rd Nov., Gen.—B. & S.

Kwangtung, Chi. s.s. 1,536, E. H. Pratt, 26th Nov.—Shanghai 23rd Nov., Gen.—O. M. S. N. Co.

Patriotus, Br. s.s. 1

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT			
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$150,000}	\$2,029.3.0	£1 for first half year ending 30.6.10 @ ex 1/2 = \$22.45 .....	5 %	800 buyers \$150 buyers
National Bank of China, Limited .....	99,925	27	46	{ \$4,000 \$2,000}	\$30.552	5s (London £/G) for 1903 .....	...	180 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$150,000}	none	5s for 1909 .....	8 1/2 %	\$180 sales
North China Insurance Company, Limited .....	10,000	425	25	{ \$1,500,000 \$15,000,000 \$150,000}	Tls. 205.719	Final div. of 7 1/2 % for 1909 making 15 % in all..	5 %	Tls. 110
Union Insurance Society of Canton, Limited .....	12,400	\$250	\$100	{ \$1,500,000 \$15,000,000 \$150,000}	\$287.984	Final div. of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909 .....	7 %	830
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$1,000,000 \$10,000,000 \$100,000}	57 7.617	5s for year ending 31.12.08 and interim of 5s on account of 1909 .....	7 1/2 %	\$195
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	20,000	\$100	\$50	{ \$1,000,000 \$10,000,000 \$100,000}	74.8.406	5s and bonus 5s for 1908 .....	7 %	\$110 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$10,000,000 \$100,000}	\$426.118	5s for 1908 .....	8 %	\$150 buyers
<b>SHIPPING.</b>								
China and Manilla Steamship Company, Limited .....	10,000	\$25	\$25	{ \$57,743 \$20,000,000 \$200,000}	Dr. \$3.77	5s for 1906 .....	...	38
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	none	...	5s for year ending 30.6.1908 .....	...	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd .....	80,000	\$15	\$15	{ \$17,500 \$178,765 \$15,491}	\$20.766	Dividend of \$12 for 30.6.10 .....	8 1/2 %	\$312 sales
Indo-China Steam Navigation Co., Ltd. (Preftrad) Do. Do. (Deferred)	60,000	25	25	{ \$12,100 \$12,100}	17 537.8.2	6/- for 1907 on Preference shares only (ex 1/2 = \$3.154) .....	...	\$58 sellers
"Shell" Transport and Trading Company, Limited .....	2,000,000	25	25	{ \$70,000 \$100,000 \$10,000}	192.994	Final div. of 1/6 per share for 1909 and an interim of 1/6 per share on ac. for 1910 .....	5 %	83/4
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	{ \$12,850 \$62,681}	\$1.159	A dividend of 7 1/2 % for yr. ending 30.4. 1910 A bonus of 5 % .....	5 1/2 %	\$23 sellers
<b>REFINERIES.</b>								
China Sugar Refining Com. and. Limited .....	20,000	\$100	\$100	{ \$510,000 \$50,000}	Dr. \$8.093	5s for half year ending 30.6.1910 .....	6 1/2 %	\$124 buyers
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	Dr. \$135.893	5s for 1907 .....	...	\$12
<b>MINING.</b>								
China Engineering and Mining Company, Ltd. ....	1,000,000	Ps. 10	Ps. 10	{ \$12,000,000 \$12,289 none}	Dr. \$1.435	Float div. of 1/6 for the year 1910 making 15 % (coupon No. 15) .....	9 %	Tls. 15 buyers Ps. 10
Headwaters Mining Company .....	60,000	Ps. 10	Ps. 10	none	...	First year .....	...	...
Raub Australian Gold Mining Company, Limited .....	150,000	4x	4x	{ \$4,73	none	5s per share 1st dividend .....	5 %	\$61 sellers 3 1/2
Oriental Consolidated Mining Co., Ltd. ....	500,000	G 10	G 10	none	...	Final div. of 1/6 per share (coup. 14) making 15 % in all 4/6 per share for 1909 and an int. div. of 1/6 per share on ac. for 1910 .....	...	...
Docks, WHARVES & GODOWNS.	18,000	\$25	\$25	{ \$55,275	Dr. \$8.460	5s for 1909 .....	4 1/2 %	\$52 buyers
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$50,000 \$10,000 \$10,000}	5264.847	5s for 1909 .....	...	150 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$350	\$350	{ \$1,000,000 \$10,000 \$10,000}	527.95	3 1/2 for half year ended 30.6.1910 .....	8 %	Tls. 70
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$1,000,000 \$10,000 \$10,000}	Tls. 5.865	Final div. of Tls. 5s making Tls. 6 in all for 1 year 30.4. 1910 .....	...	...
Shanghai Dock and Engineering Co., Ltd. ....	Tls. 55,700	Tls. 100	Tls. 100	{ \$1,000,000 \$10,000 \$10,000}	Tls. 6.671.57	Interim of Tls. 3 for 1910 .....	7 %	Tls. 95
Shanghai and Hongkew Wharf Company, Limited .....	55,000	Tls. 100	Tls. 100	{ \$10,000 \$10,000 \$10,000}	Tls. 9.222	...	...	...
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	35,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$15,000 \$15,000}	Tls. 4.314	Tls. 6 for year ending 27.2.10 .....	5 1/2 %	Tls. 97 sellers \$124 sellers
Central Stores, Limited .....	50,123	\$15	\$15	{ \$1,000,000 \$10,000 \$10,000}	52.494	8% for 1909 .....	6 %	...
Hongkong Hotel Company, Limited .....	8,000	\$50	\$50	{ \$10,000 \$10,000 \$10,000}	52.477	5s on old shares \$150 on new shares for 1/2 half year ending 30.6.10 .....	6 %	107
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	none	527.0.1	Interim of 5s for 1910 .....	7 %	\$100
Humphreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000}	55.474	45 cents for 1909 .....	6 %	168 sellers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	526.9	5s for 1909 .....	8 %	\$34
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,045 \$10,000 \$10,000}	Tls. 6.966	Interim of Tls. 3 for 1910 .....	6 1/2 %	Tls. 105
West Point Building Company, Limited .....	12,500	\$50	\$50	none	Tls. 30,000	Interim of 5s for 1910 .....	8 1/2 %	\$39
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd. ....	20,000	Tls. 50	Tls. 50	{ \$10,000 \$10,000 \$10,000}	16.10.993	Tls. 11 for year ending 31.10.09 .....	8 1/2 %	Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	Ps. 10	Ps. 10	{ \$10,000 \$10,000 \$10,000}	39.553	50 cents for year ending 31.7.08 .....	...	54 buyers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	none	...	Tls. 7 1/2 for year ending 30.9.09 .....	10 %	Tls. 52
Laco-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	Tls. 4.839	Tls. 6 for 1909 .....	10 %	Tls. 50
Sey Chee Cotton Spinning Company, Limited .....	2,000	Tls. 100	Tls. 100	none	Tls. 31.75	Tls. 5 for 1908 .....	12 %	Tls. 150
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ \$1,500 \$10,000 \$10,000}	648	15 % per share for 1909 .....	6 1/2 %	182 sellers
China-Borneo Company, Limited .....	60,000	Ps. 10	Ps. 10	none	...	60 cents for 1909 .....	6 %	\$10
China Light and Power Company, Limited .....	50,000	Ps. 10	Ps. 10	none	...	60 cents for year ended 31.3.06 .....	...	90 cents buyers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	Ps. 10	Ps. 10	none	...	60 cents for 1909 .....	10 %	574 sellers
Dairy Farm Company, Limited .....	40,000	Ps. 72	Ps. 72	{ \$1,000,000 \$10,000 \$10,000}	52.993	51.20 for year ending 31.7.09 .....	7 %	574 buyers
Green Island Gemcut Company, Limited .....	400,000	Ps. 10	Ps. 10	none	...	Interim of 15 cents per share for 1910 .....	10 %	534 sellers
H. Price & Company, Limited .....	12,000	Ps. 10	Ps. 10	none	...	14 per cent, viz. \$1.40 for 1910 .....	12 %	522 sellers
Hongkong Electric Company, Limited .....	60,000	Ps. 10	Ps. 10	none	...	A dividend of \$1.20 per share and a bonus of 10 cents per share for year end. 30.2.10 .....	6 %	521 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$10,000 \$10,000 \$10,000}	57.616	Interim of \$1 per share for 1910 .....	6 %	515 sellers
Hongkong Rose Manufacturing Company, Ltd. ....	60,000	Ps. 10	Ps. 10	{ \$10,000 \$10,000 \$10,000}	59.176	Interim of \$1 per share for 1910 .....	9 %	510 sellers
Maatschappij der Mijns, Bokse en Landbouwexploitatie in Langkat, Limited .....	15,000	G 100	G 100	{ Tls. 347,100 Tls. 61,243}	Tls. 316,683	3rd interim dividend of 1/15, 15 making in all Tls. 37/1 for 1910 .....	5 %	...
Peak Tramways Company, Limited .....	25,000	Ps. 10	Ps. 10	none	...	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 .....	5 1/2 %	515 sellers
Peak Tramways Company (new) .....	50,000	Ps. 10	Ps. 10	none	...	80 cents on fully paid shares and 8 cents on \$		